

REPORT NO.

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SUPPLEMENT TO
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1. A conference of Polish and Soviet ~~some railroad officials~~ representing the Breslau (Wroclaw), Cottbus and Dresden regional railroad directorates was held in Forst on 15 and 16 September 1950. The following agreements were reached:
 - a. Trains operating via the Horka/Tehrkirch border crossing point may carry up to 1,600 metric tons compared with the previous limit of 1,400 tons. *
 - b. The speed limit on the Neisse bridge near Forst was fixed at 10 km/h, owing to its poor condition. **
 - c. In view of the planned temporary closing of the Forst border crossing point, which will be caused by the repair of the Neisse bridge, representatives of the Cottbus railroad headquarters pointed out that in this case the entire freight traffic would have to be directed via the Horka and Guben border crossing points. This re-routing of freight traffic would necessitate major construction, particularly the reconstruction of the dismantled Guben-Forst line. ** These representatives therefore requested that the repair of the Neisse bridge near Forst be conducted in such a way that border crossing traffic would not be stopped entirely. If this should not be possible the Cottbus railroad headquarters asked to be informed of the closing of the bridge well in advance. The Polish representatives promised a speedy decision on that problem.
 - d. Opening of the Hirschfelde-Krzewina Zgorzeleska line, whereby Hirschfelde is to be used only for coal shipments to Poland. The Polish representatives said that for the time being 500 tons of brown coal would have to be shipped daily from Hirschfelde to Poland in addition to 1,000 tons of briquettes. Railroad cars would have to be provided by the Germans. ***

Comment. This border crossing point is used chiefly for coal shipments and the return of empty cars. Soviet transit traffic is no longer directed via this railroad station.

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[illegible]

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** [] Comment. The necessity of a replacement for this decrepit temporary bridge across the Weisse River was reported previously.

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[] Work on the reconstruction of the Guben-Forst line has already been started. []

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*** [] Comment. Hirschfelde, which is to function as a new border crossing point, is on the Goerlitz-Zittau line which runs partly on Polish occupied territory. This line was reopened recently. See

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[] The quantities of coal mentioned seem to be used by the locomotives operating on this line. It is believed that this border crossing point has only local importance.

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